

State Project No. 135-0287

Intersection Improvements on Route 106 (Courtland Avenue) at U.S. Route 1 (East Main Street) and Hamilton Avenue

Body of the Message:

The Connecticut Department of Transportation conducted a Public Informational Meeting concerning the proposed improvements on Route 106 (Courtland Avenue) from its intersection with U.S. Route 1 (East Main Street) to approximately 300 feet past its intersection with Hamilton Avenue in the City of Stamford. An informal question and answer session began at 6:30 p.m. followed by a formal presentation at 7:00 p.m. on June 19, 2012 in the Senior Center Auditorium of Government Center in Stamford.

The purpose of this project is to provide safety and traffic operational improvements to Route 106, between East Main Street and Hamilton Avenue in the City of Stamford.

The meeting was attended by State Senator Carlo Leone and State Representative Daniel Fox along with approximately thirty individuals.

Colored plans showing the proposed improvements were displayed in the Senior Center Auditorium. The informal question and answer session began at 6:30 p.m.

The formal Public Informational Meeting was called to order at 7:00 p.m. by Ms. Susan Libatique, who provided the meeting format and an overview of the project. A slideshow presentation was conducted by Mr. Michael Cherpak, who presented the details of the project including the purpose, goals, existing conditions, history, and proposed improvements.

Mr. Steven Degen from the Office of Rights of Way concluded the presentation with a review of the rights of way process.

Public Comments and Questions:

- ***What improvements are proposed at the corner of Route 106 and U.S. Route 1 where the wall keeps getting hit by trucks?*** The Department is proposing to widen Route 106 at this location to address the existing tight radius. This corner is designed to handle turning movements by large trucks. The proposed curb radius would provide adequate pavement width for large trucks to turn right onto Route 106 from U.S. Route 1. The wall would be relocated further away from the intersection.
- ***Would the stones from the old wall separating Route 106 from the City Park be re-used in the construction of the new wall at the location shown on the plans?*** The Department stated that the current details for reconstruction of the wall are preliminary and many details still require determination. Reusing the old stones is an alternative that would be considered.
- ***How would traffic be impacted during construction?*** The Department indicated that the details for construction staging have not been completed.

The majority of the work would take place outside the existing roadway footprint allowing two-way traffic to continue to operate as it does today. When the proposed work encroaches on the existing roadway, one-way alternating traffic would be proposed at off-peak times only. Night work would likely not occur due to the close proximity of residential properties. The Department would also coordinate the construction activities with appropriate emergency services personnel.

- ***What impact would the proposal have on the existing trees within the project limits?*** The widening would have an impact on several trees within the project limits. The proposed concrete sidewalk on the west side of Route 106 (where no sidewalk currently exists) would have a more significant impact to existing trees on that side of the roadway. The Department is working with its landscape architects on ways to mitigate any necessary tree removal. A landscape plan would be provided as part of the final proposal.
- ***Why is the Department proposing new concrete sidewalk between Seaton Road and Hamilton Avenue where no sidewalk currently exists?*** The City requested that sidewalk be proposed at this location. The Department evaluated the need for sidewalk on the west side of Route 106 between Seaton Road and Hamilton Avenue and identified the location as a connection between disconnected sidewalk segments.
- ***What considerations were made to comply with the Complete Streets requirements?*** All modes of transportation and all users of the roadway were considered in the design of this project. The Department identified a way to enhance the pedestrian experience by installing a new section of sidewalk on the west side of Route 106 to create a connection between Hamilton Avenue and Seaton Road. The project would also include enhancement to the existing sidewalks as well as pedestrian crossings. Access management improvements are proposed at the commercial property by reducing the existing driveway opening and at the City Park by proposing to eliminate one of the two driveway openings. Additional shoulder pavement width to better accommodate bicyclists was considered but not provided since it would require additional right of way acquisitions and tree removal.
- ***Since acquiring City parkland would be required, what is the Department's plan to replace the lost 'green space'?*** The Department is working with the City on the replacement of parkland that is proposed to be acquired. One property being discussed is the State owned property located on the corner of U.S. Route 1 and Myrtle Avenue.
- ***What considerations were made to account for unexpected increases in the volume of traffic using Route 106?*** The Department uses traffic forecasting methods to determine expected future volumes. This project is designed using forecasted volumes for 2028.
- ***Would a "pedestrian safe zone" be provided in the proposed median on Route 106?*** An area for pedestrian refuge is being considered. The Department's Division of Traffic would also propose any appropriate

pedestrian traffic appurtenances for this project.

- ***Would the Department consider installing concrete sidewalk on the south side of U.S. Route 1 in the vicinity of the southbound I-95 on-ramps?*** The Department would look into the feasibility of adding sidewalk at this location.
- ***Would the Department consider reducing or removing the proposed raised concrete median?*** The purpose of the raised concrete median is to restrict left-turns into and out of the commercial parking lot. These movements were clearly identified as a reoccurring accident type. If the proposed median were shortened or removed and access to the parking lot remained the same, the project would not address the reoccurring accident pattern at this location.
- ***What impact will shortening the distance between the signals of Route 106 and the exit 95 off-ramp have on traffic?*** The Department has coordinated with its Division of Traffic on this matter. The two traffic signals currently operate as a single traffic signal and are proposed to operate in the same manner.
- ***Would the Department consider installing a traffic light on Route 106 at the Seaton Road intersection?*** The Department indicated that this intersection does not currently meet the necessary warrants to justify the installation of a traffic signal. However, the Department stated that it would re-evaluate the intersection's need for a traffic signal.

The public was informed that the project is in the preliminary design phase with final design plans currently scheduled to be completed by summer 2014. All attendees were informed that the Department can be contacted should they have any questions regarding this project.

There was a general consensus that improvements are needed at this location. However, not all in attendance agree with the proposed scope or the impacts to individual properties.

The meeting ended at approximately 8:30 p.m.

More detailed information is available at the Department's Office of Engineering, 2800 Berlin Turnpike, Newington, Connecticut, Monday through Friday between the hours of 8:30 a.m. and 4:00 p.m., excluding holidays. Anyone wishing to discuss the project may contact Mr. Timothy M. Wilson at (860) 594-3189 or by e-mail at timothy.wilson@ct.gov. Plans are also available for review at Government Center in Stamford.